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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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with which is incorporated the
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NO. 15,036, 第六十三年五月一號

HONGKONG, THURSDAY, JUNE 21ST, 1906.

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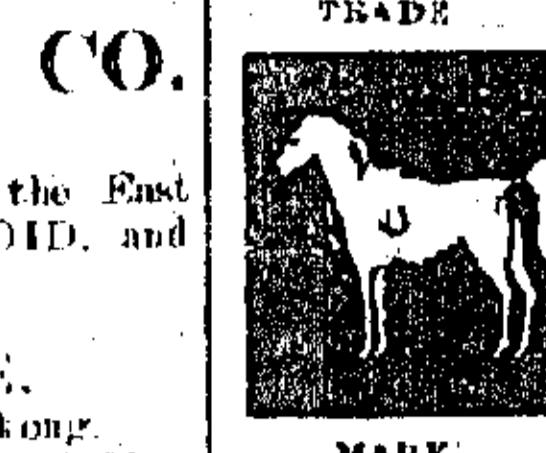
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Hongkong, 9th June, 1906.

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On communications relating to the news columns,
should be addressed to THE EDITOR.Correspondents must forward their names and addresses with communications addressed to the Editor,
so as to be published but as evidence of good faith.

A letter for publication should be written on one side of the paper only.

Anonymously signed communications that have already appeared in other papers will not be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
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The Daily Press.

LONGKONG, JUNE 21ST, 1906.

ALTHOUGH the Canton Viceroy and the Canton people are still at loggerheads over the control of the new railway, the best that Peking seems able to do is to recommend the parties to "be of one mind, and work harmoniously together," according to our Canton correspondent, who forwards us translations of an Imperial Edict received by Viceroy Shum on June 16th, and of the Viceroy's telegraphic reply. As there is undoubtedly fault on one side or the other, nothing could be more stupid than such weak instructions. The reason that no definite order comes seems to be that the EMPRESS-DOWAGER's partiality for Viceroy Shum conflicts with a desire to redress the grievances of a restive public. We suspected all along that Viceroy Shum's apparent "graceful yielding" was cloaking a hostility that would emerge in more subtle forms.

His reply to the Edict seems to indicate more plainly than usual his determination to get the better of his rebellious constituents. The Edict referred to says it is undoubtedly the best policy for the officials to give "full protection" to the scheme, whereas what the people demand is full control, or protection from their would-be protectors. According to foreign notions of justice, they have every right to resent the official appointments made for the management of their property. The wording of the Edict is pitifully futile in such a case. The perplexed ruler puts the complainant on the back, reluctant to clout the defendant on the head. The Cantonese are praised for their earnestness of purpose and their generosity; and then Viceroy Shum is asked to "settle the matter in an impartial

manner." What unwise statesmanship is this, that expects a party to a dispute to be impartial! As a sop, the representatives of the people who were degraded by the Viceroy for presuming to oppose him are reinstated; and the only definite ruling in the wide Decree seems to be that disagreement with a Viceroy is not necessarily sedition. How easily arguments can be produced to bolster a weak case: in the forefront of his defence, Viceroy Shum makes the excellent-seeming point that many subscriptions came in after he had appointed his directors, thus proving, he maintains, that the appointments were not really unpopular at all. How is it, he asks, that the amount of shares subscribed for was doubled immediately after those appointments? We presume that he refers to the money actually paid in on account, for the paper subscriptions were not doubled in consequence of his appointments. There was nothing to hinder the fulfillment of promises, especially as it was understood that all installments would be refunded in case the scheme fell through. Viceroy Shum says the only people to protest were a handful of Hongkong merchants instigated by Cantonese gentry. In this case, it depends upon the way the thing is said. It is admitted that there were instigators, or opponents of his policy, outside Hongkong. It cannot be denied that His EXCELLENCE had a short way with those who ventured to express their hostile opinions. What more natural, supposing it be admitted that it was so in fact, that the audible protests should sound louder in Hongkong than elsewhere? For, Viceroy Shum's brave cannot arrest elderly gentlemen in Hongkong, at viceregal whim and without warrant, as they do in Canton. The VICEROY'S personal feelings are not well concealed. His reference to the Cantonese gentry who have made fortunes without capital is a pretty specimen of special pleading, by one who wants to make an official railway with public capital. If his apprentices are rejected, he fears the matter will fall through. If they are not, and it now appears that Peking is deciding for the Viceroy and against the people, it seems certain to fall through. The subscribers will want their money back, and so others will be forthcoming. His EXCELLENCE's denial of a grudge is, by its superficiality, almost an admission; and it is certainly against all knowledge of human nature to believe him. To foreign minds a section of the Liberal press persists in the demand for the stoppage of the importation of Chinese labourers to the Rand, and the speedy deportation of the others. The Daily News declares that the reluctance of the Government Agents to execute its policy, is making it the laughing stock of South Africa.

The Anglo-Japanese Bank, the Pall Mall Gazette points out, is speculative, but it comes forward under apparently good auspices. A well-informed correspondent, however, writes to say that he regards it as purely a professional promoter's effort. The Industrial Bank of Japan, he states, is that Government's channel for the introduction of all business of which it approves, and therefore any new business this concern might get would necessarily be such as could not obtain the Government's imprimatur. The Japanese Government has delegates on the board of the Industrial Bank, and the Mikado and his family are large shareholders. In connection with an increase of capital, a considerable number of shares were recently placed on this market, and the Government guarantees dividends of 7 per cent. for some time to come. It is the object of the Government by means of this agency to take precautions that no industrial undertaking should be exploited in foreign countries which are of a doubtful character. There is no visible opening for this new bank, our correspondent concludes, and he thinks a more uncalled-for project could not have been conceived. It would be very interesting to have the directors' views on some of these points.

Sir Henry Blake, the present Governor of Ceylon, has apparently hurt the susceptibilities of a certain class of people in Ceylon, to judge by the following opinion expressed in a leader on Empire Day appearing in the *Ceylon Independent*: "Of late wanton injustice, petty exhibitions of autocratic power and sheer lack of impartiality have destroyed sympathy to such an extent that if Sir Henry Blake left our shores tomorrow there would be hardly one word of regret expressed, but perhaps only of relief that the feelings of loyalty to British rule which are now stifled and wall high on hills will again flourish in this colony."

A financial note received from London yesterday says: "The activity of Japanese stocks was again the feature of the Foreign Market, prices rising gradually but steadily throughout the day, and closing at an all-round fractional advance. Chinese stocks have not been materially affected yet by the apparently important changes that are being attempted in the control of the Customs. Any tampering with the admirable system of control that has hitherto prevailed in an attempt to extend the policy of China for the Chinese might easily have a baneful effect upon the loans secured on the Customs revenue. But, of course, although the recent Imperial Edict is ominous, it is rather early yet to be able to judge of its exact meaning or probable effect."

Although Lord Muskerry's Merchant Shipping (Aliens) Bill was withdrawn after a short discussion in the Upper House, says a contemporary, the efforts of its author and others to preserve the national character of our mercantile marine have begun to bear fruit after some years of perseverance. It is something to have got a Radical Government to the stage of admitting that pilotage certificates should be confined to British subjects, and it is only one step further to get the same restriction applied to masters and mates sailing under the British flag. There are many reasons why the Merchant Navy should not be under the control of non-national nationalities, and they are recognized and acted on by all maritime Powers but ourselves. Lord Muskerry's bill has been refused countenance hitherto by both party, but the principle is now practically conceded by Lord Tweedmouth, and a little more patient endeavour on the part of the promoters should see the attainment of their goal."

The Anglo-Japanese Bank, the *Pall Mall Gazette* points out, is speculative, but it comes forward under apparently good auspices. A well-informed correspondent, however, writes to say that he regards it as purely a professional promoter's effort. The Industrial Bank of Japan, he states, is that Government's channel for the introduction of all business of which it approves, and therefore any new business this concern might get would necessarily be such as could not obtain the Government's imprimatur. The Japanese Government has delegates on the board of the Industrial Bank, and the Mikado and his family are large shareholders. In connection with an increase of capital, a considerable number of shares were recently placed on this market, and the Government guarantees dividends of 7 per cent. for some time to come. It is the object of the Government by means of this agency to take precautions that no industrial undertaking should be exploited in foreign countries which are of a doubtful character. There is no visible opening for this new bank, our correspondent concludes, and he thinks a more uncalled-for project could not have been conceived. It would be very interesting to have the directors' views on some of these points.

ALLEGED ATTEMPTED MURDER.

SMART CAPTURE BY THE POLICE.

About 3.30 a.m. yesterday morning a fortune-teller named Lewu Lung, who resides at 13, MacGregor Street, Wan Chai, quarrelled with his wife, and as they fought he drew a knife, stabbed her in the breast and inflicted several nasty gashes on her head and arms. The woman fled downstairs and into the street, crying as she ran "Save life". She went to a friend's house at Praya East, told her what had happened, and the friend went with her in search of a constable. They found one on his boat on the Praya, explained matters, and he accompanied them to the woman's home, where, on arrival, they found that the fortune-teller had disappeared. The constable took the injured woman to No. 2 Police Station, where Inspector Gowley and Sergeant Leo dressed her wounds and sent her to the Government Civil Hospital. Inspector Gowley then despatched detectives in search of the fortune-teller and he was arrested within two hours past as he was leaving in a ferry launch for Yaumati. The case will be heard at the Police Court a week hence, when the woman is expected to be well enough to appear. Charges of cutting and wounding with intent to kill and murder, and of cutting and wounding with intent to cause grievous bodily harm, have been preferred against the man, who has been remanded in police custody.

At a meeting of the Chinese Commercial Union a census of Hongkong's inhabitants was laid on the table. It showed the decrease in the Chinese population since last year to be 19,837. The total number of houses in the ten districts was 8,614, while 399 were vacant, while there were 765 vacant flats. This census it was decided to submit to the Government.

Mexico is said to have the most luxurious, if not the most comfortable, railway in the world. The rails of the Mexican Gulf Railway are laid on slabs of mahogany, and the bridges are built of white marble. On the west coast of Mexico there is another line which has slabs of ebony and ballast of silver are drawn from old mines beside the track. The reason for this apparent extravagance is that the engineers had no other materials on the route, and found it cheaper to use these than to import anything else. We will not vouch for the silver ballast.

The secret of power lies in the intensity of emotion: but especially in poetry, art, and literature. An emotion that does not attain the seventy-sixth degree is hardly worth recording. At summer heat the rarest flowers begin to bloom, and nature becomes poetic. While the temperature is the proper sphere for reason and scientific observation, it is rarely, if ever, proper for the highest achievement in any art.

TELEGRAMS.

REUTERS'S SERVICE.]

THE TANTAH AFFAIR.

LONDON, June 18th.

Thirty-five Egyptians have been arrested on account of the Tantah affair.

THE BRITISH NAVAL MANOEUVRES.

BATTLESHIPS IN COLLISION.

LONDON, June 18th.

The first period of the British naval manoeuvres, the object of which was to test the new mobilization arrangements of the reserve divisions, and the effectiveness of the coast defences, terminated on Saturday. It is understood that the results were most satisfactory.

The battleships *Resolution* and the *Ramillies* have collided; the latter was towed to Chatham with a damaged propeller.

RUSSIAN POLAND.

LONDON, June 18th.

Five soldiers and a policeman were wounded in Warsaw on Saturday, and two killed, and a police officer, his wife and two soldiers were shot dead on Sunday. No arrests were made.

PARLIAMENTARY.

LONDON, June 18th.

Mr. Balfour's amendment on the closure resolution was rejected by 341 to 171.

Sir Henry Campbell-Bannerman stated that it is proposed to adjourn Parliament for August and September, and to reassemble in the autumn.

CHINESE LABOUR IN THE TRANSVAAL.

LONDON, June 18th.

A section of the Liberal press persists in the demand for the stoppage of the importation of Chinese labourers to the Rand, and the speedy deportation of the others. The Daily News declares that the reluctance of the Government Agents to execute its policy, is making it the laughing stock of South Africa.

MURDER ON THE S.S. "INDRAVELLI."

THE SPIRIT OF GAMBLING.

The s.s. *Indralevi*, with a number of repatriated coolies on board, arrived in the harbour on Tuesday and immediately hoisted her police flag, when the Water Police patrolled ran alongside, and an officer boarded the steamer. He learned that early on the morning of the 18th instant, while the vessel was on her way from Singapore to Hongkong, a coolie tried to recover £1 10s which he had advanced to another coolie. Apparently he pressed so hard for payment that he annoyed the debtor, who landed a blow at his head, but failed to hit him. The creditor then asked for the re-payment of £1, but even this amount the debtor refused to hand over, so the creditor did not press him further for a time.

Later in the day the creditor observed a number of coolies gambling in the hold of the ship, and after watching the play for a time, apparently thought that he would like to try his luck, so he returned to the coolie who owed him money and again demanded £1. The debtor drew a knife and made a lunge at his creditor, but did not strike him. Then the accused snatched the knife from the debtor and stabbed him twice in the heart. Death resulted a few minutes later, the cause being internal hemorrhage. The coolie who committed the murder will be tried at the Police Court to-day.

NICE FOR P. & O. OFFICERS.

ALL GENTLEMEN.

From a long article on the "P. & O." in the Standard, we extract the following:—"This is less a tradition to main air, and among them is the tradition of hospitality and liberality. For example: A good deal of liquor is so aboard the ships of the line. All the profits are devoted to refrigeration: the company benefits precisely nothing at all. Again, the cuisine of the "P. & O." is justly celebrated. Here is an extract culled from the company's official instructions to persons:—"It is not the first object of your work to keep down expenditure, but it is your first duty to see a table of superior quality maintained on board your ship, and your passengers thoroughly well satisfied. You must clearly understand that what we now instruct you to secure is first, an excellent table, and, secondly, to combine your efforts in that direction with due economy, and it is the wish of the directors that you should continually seek to improve the table arrangements on board your ship. The tradition of courtesy is another important element in the conduct of the "P. & O." The line catches its officers young, and trains them in its own service. The "P. & O." officer is accordingly a distinct type. The casual observer might, perhaps fail to distinguish him from the naval officer type, but the most longitudinal man would hardly be led into an error of a less complimentary nature. The "P. & O." officer is one of our national asset. He is almost always an R. N. R. man, he takes pride in his profession, in which he has to be a past master, and he is a notable fact in the society of Eastern and Antipodean ports. There are a variety of things the "P. & O." officer may not be: there is one thing the line demands that he must be—a British gentleman."

THE PSEUDO-DECISION.

The following cable reply was received on the 16th:—"Shum Chun-huen's memorial received and contents noted. I have sent you an Edict yesterday instructing you to consult with the merchants. If the people you have appointed as president and directors of the company are men that can be relied upon, I instruct you to start the construction of the line at an early date."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 20th at 11.45 a.m.—The barometer has risen over Japan and N. China, and fallen on the E. coast of China.

The depression moving Eastwards has passed from the continent to the Yellow sea near Shanghai.

A rise in height to the N. of Japan and over the S. part of the China sea.

Fresh S.W. winds are indicated in the Formosa Channel and moderate S.W. winds over the N. part of the China sea.

Forecast:—S.W. winds, light; fine.

CANTON.

(FROM OUR CORRESPONDENT.)

June 18th.

IMPERIAL EDICT ARRIVES.

Viceroy Shum received the following Imperial Edict from Peking on the 16th inst.—

"With reference to the memorial sent by H. E. Chau Foo to the Central Government. As the construction of the railway is an important public affair, and the merchants have agreed to raise the necessary funds to construct it, the officials must give full protection to the merchants, which is undoubtedly the best policy. The carrying out and the completion of this great scheme is entirely dependent on the action of the officials, gentry and merchants of the whole Kwangtung Province. It also greatly depends on the union of the above three classes of people to work harmoniously together. They should be of one mind and opinion, so as not to impede affairs that are beneficial to the general public."

The battleships *Resolution* and the *Ramillies* have collided; the latter was towed to Chatham with a damaged propeller.

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SUPREME COURT.

Wednesday, June 20th.

IN BANKRUPTCY JURISDICTION.
BEFORE THE FULL COURT.

APPLICATION FOR A RETRIAL.

An application was made for a re-trial of the issue between the Official Receiver and Wong Ka-chung to decide whether the latter was or was not a partner in the Lai Hing Bank at the time of its bankruptcy. The trial of the issue ended very satisfactorily by seven witnesses against the defendant being committed to prison for perjury. Mr. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. G. K. Hall Bryan (of Messrs. Brutton and Hall) appeared for the applicants and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the respondents.

At the outset of the proceedings, the Chief Justice said—Before I call on counsel to argue, I wish to draw attention to two points in connection with the file which has been put before me. In the first place, there has been a disregard of the order of the Court with regard to the official document, which is the summing up which I gave in the trial. That document has not been put upon the file. In the second place, I find a document put upon the file without any prefix, which I have looked through and which I gather is the first draft of the summing up as it came to me from the shorthand writer with corrections which I suppose are the corrections which I made in it. Thirdly, I find an affidavit made by the shorthand writer put upon the file, in which he annexes to it another version of the summing up. Now this, in addition to disregarding the order of the Court with regard to the official version of the summing up, puts upon the file an affidavit made, without any application to the Court, by one of the officers of the Court. That seems to me a most extraordinary proceeding. Again it puts upon the file documents which are the official property of the Court. I cannot conceive how such a thing could have been done, and I shall be glad if Mr. Sharp can give me some explanation.

Mr. Sharp—Do you wish me to explain?

The Chief Justice—Yes, before we make an order. There will of course be an order made.

Mr. Sharp—We thought it was on the file.

The Chief Justice—Which, the official record?

Mr. Sharp—The printed document.

The Chief Justice—This is a file given to me by the officer of the Court in which the most important document is conspicuous by its absence. The printed file is the only authorised version of the summing up.

The Puisne Judge—it was not on the file. It was only handed to me recently.

The Chief Justice—The next point is why an affidavit should be put upon the file together with two other documents, versions of the shorthand writer's notes, which I can only suppose are put upon the file for the purpose of challenging the summing up. The affidavit is made by an officer of the Court, no application having been made to the Court for permission to avail themselves of the services of the official.

Mr. Sharp—May I say something?

The Chief Justice—Two documents are put upon the file which are the official property of the Court and which have no business whatever to be in the possession of anyone else. The first is the summing up which follows the copy of my notes in which a series of corrections are made in red ink, which I infer are corrections which I myself made on the first draft.

Mr. Sharp—I understand that is so. I have no objection.

The Chief Justice—I cannot conceive what right parties have to take documents without the permission of the Court. These documents are the official property of the Court.

Mr. Sharp—I think it was understood there was permission.

The Chief Justice—There has been no application made to me for permission.

Mr. Sharp—Application was made to the Registrar.

The Chief Justice—The only person who can give authority to make use of official documents is the Chief Justice.

Mr. Sharp—I understand application was made to the Registrar, who, I think, is generally supposed to express your Lordship's views on these points, and consent was obtained from the Registrar. It was furnished by the Registrar, and we made the alterations from that.

The Chief Justice—The printed copy should be on the file.

Mr. Sharp—I will take the printed copy.

The Chief Justice—It is a most extraordinary document.

Mr. Sharp—I understand this was not known until a few days ago, and that the only copy of the summing up was that which we received from the Registrar.

The Chief Justice—It is a private document, it has no business to be in anybody's possession.

The next thing is that an affidavit is obtained from an officer of the Court and another copy set up for the purpose of challenging the official copy.

Mr. Sharp—I think your Lordship is under a misapprehension. As I understand it, this printed copy was not known to exist until quite recently.

The Chief Justice—The printed copy has been in the Registry for the last two months.

Mr. Sharp—We did not know that.

The Chief Justice—I thought it was understood from the very first that all these documents, these official copies, could not be obtained at the Registry. I had this copy in my hands certainly two months.

Mr. Sharp—I can only repeat that we went to the Registry and got a copy.

The Chief Justice—All I can say is, it is a very grave mistake on the part of the Registrar. That, however, does not explain the fact that an

officer of the Court has been asked to make an affidavit setting out another copy of the summing up for, I suppose, the object of challenging it.

Mr. Sharp—We quite accept the point now we know that it exists. We are going to argue on the print.

The Chief Justice—I want to explain that it is absolutely improper.

Mr. Sharp—We take your explanation.

The Chief Justice—Forgive me. It is absolutely improper, if the judge's summing up is to be challenged, to get behind his back and get an affidavit from an officer of the Court.

Mr. Sharp—There is no intention to challenge your Lordship's summing up. We take your point as official. That was our intention before we came into Court.

The Chief Justice—I am objecting entirely to the procedure in getting an affidavit from an officer of the Court filed without the permission of the Court.

Mr. Sharp—That is a subtle question. We did not know that he was an officer of the Court.

The Chief Justice—I have explained at least half a dozen times. When he is authorised to take a copy by the Court then he is an officer of the Court. I cannot understand there being any misconception. These two documents—the affidavit by the shorthand writer and this other copy—must be taken off the file.

Mr. Sharp—There is not the smallest objection.

The Chief Justice—it is not a question of objection at all. I am saying that very important proceedings have been ad ptd.

Mr. Sharp—The impropriety is only on the Registrar, who furnished us with the copy which we have put upon the file.

Mr. J. W. Le Jones, Deputy Registrar, made a statement to the Chief Justice relating to the Registrar, but this could not be heard from the Press seat.

The Chief Justice—That applies to one document. I am referring to the affidavit of the shorthand writer which has been put in without the authority of the Registrar.

Mr. Sharp—May we ask for direction in the future? Supposing in another case we wish to have a certified transcription of notes, is not the proper person to certify the shorthand writer?

The Chief Justice—No, certainly not. He is not an officer of the Court except so far as he is authorised by the Court to take notes. I thought everybody understood that. We could not ask the Government for sufficient money to provide us with a shorthand writer absolutely. We have sufficient funds for a shorthand writer when required by the Court.

Mr. Sharp—If outside that he takes notes speculatively it may be—is he not the proper person to certify that that note is a correct note?

The Chief Justice—No, not when he is not authorised by the Court; if he takes any notes he does so as a newspaper correspondent.

Mr. Sharp—is not a newspaper correspondent the proper person to certify the correctness of the evidence?

The Chief Justice—As against the judge's note of evidence?

Mr. Sharp—Yes, I think that that is the practice at home.

The Chief Justice—That is a question which we can consider and put before the Court in the usual way. If the judge's notes are to be challenged and if you want to put a newspaper reporter in the box, then well and good.

Defendant—Very good.

A COMPADRE IN TROUBLE.

Captain Mitchell of the ss. *Suisang* charged an Indian steamer with refusing to do his duty and sailing 144 stowaways.

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9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.15 to 11.15 p.m.
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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
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cases it will lie at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
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Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
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No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
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21st inst., or they will not be recognised.

No Fire Insurance has been effected.

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Agents.

Hongkong, 15th June, 1906.

[9.10]

THE MELI FIRE INSURANCE CO.

We note in the annual report of this company,
sent to us by the Mitsui Bussan Kaisha, the
Hongkong representatives, that the total reserve
funds, including reserve for unexpired risks,
amount now to Yen 2,421,405. Against
unexpired risks at March 31st, Yen 691,648
was held. A working balance of Yen 933,836
permitted a twenty per cent. dividend, a sub-
stantial bonus to the directors and auditors, and
the addition of Yen 206,988 to the reserve fund.
There is a special reserve against fluctuation of
investments of Yen 33,489.

THE COMMERCIAL UNION
ASSURANCE CO. LTD.

Hongkong, 19th June, 1906.

[18]

THE SAN FRANCISCO LOSSES.

From Mr. Trenchard Davis, the Branch
Manager and underwriter for this Company at
Hongkong, we learn that the company's loss in
San Francisco will not exceed one million
sterling. As the profit for the year 1905 reached
£570,000 and the total assets exceed twelve
million pounds sterling, the Company can well
stand such a loss.

The "Post Magazine and Insurance Monitor"
says: "All four departments of the Commercial
Union Assurance Company are co-operating to
make this already great establishment one of the
most prominent undertakings of modern times.
The progress, too, is regular and steady, each
branch being of itself equal in size, importance,
and profit-yielding power to many separate
organisations in the several lines of business.
Early last year the Company linked itself with
the remote parts by its acquisition of the Hand-
in-Hand Fire and Life Insurance Society, our
oldest insurance office, and it continues to
push into the future with unabated vigour,
following up success with greater success,
each and halting speculation as to the position
it may eventually occupy."

The fire department of the Commercial
Union Assurance Company shewed not only an
increase in revenue during 1905 but a surplus
of the operations far exceeding anything
hitherto achieved in the best of seasons. Part
of the rise in premiums would be due, no doubt,
to the effect of the before-mentioned absorption
and part to natural growth. The advance was
£107,077, or in succession to the larger one of
£195,893 in 1901, and the total premium income
was £2,574,789, making the fifteenth occasion
on which this item has had to be expressed in
seven figures and the first on which it has
exceeded two million pounds sterling, one
million having been paid off since 1897. Accom-
panying the record premium receipts there was
a material fall in the amount of the losses, these
being £337,920 in place of £1,091,885 in the
previous account, and the proportion 4.5 per
cent. as against 3.5 per cent. Indeed, the fire
losses in 1905 were highest in ratio throughout
the Compay's career, except during the
first two years (1862 and 1863) when the trans-
actions were comparatively insignificant. Com-
mission and management expenses were about
three points higher and at £750,186 equalled
30.1 per cent. of the premiums, foreign state
charges requiring payment of as much as
£35,000 of this on lay. A trading profit thus
arose of the unpreceded sum of £286,974, and as
a further £165,558 was received in interest,
the fire account produced a total surplus of
£152,232—an achievement long to be remembered
in the annals of the Commercial Union.
Out of this huge amount £165,000 was carried
to profit and loss account, £21,410 allowed in
house to Hand-in-Hand policyholders and
£265,075 plied to the fire fund, making it
£2,248,689, the addition being close upon two-
and-a-half times the increase in the premiums.
The fire premiums from 1861 onward have
now totalled £33,894,720 and the losses
£20,061,969, or an average of 59.34 per cent.

The "Story cut from the Globe is a pure
fabrication", he said. "Before I left Melbourne
in March there were rumours that two children
were being sold into slavery and at one time
the Government made strict investigation into the
matter. The police also instituted inquiries, and it
was ascertained that the rumour was without foundation,
as the two children referred to were simply going to China to visit relatives, the
same as other children would do. Personally I
am surprised at the rumour getting into the
newspapers. I happened to journey from Melbourne
to Hongkong on the same boat as the children. They were travelling steerage class,
and were in charge of a friend of the parents.
The little mites were favourites on voyage;
everybody made free with them, and I myself
gave them sweets and fruit. They were going
to Canton.

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everybody made free with them, and I myself
gave them sweets and fruit. They were going
to Canton.

The "Story cut from the Globe is a pure
fabrication", he said. "Before I left Melbourne
in March there were rumours that two children
were being sold into slavery and at one time
the Government made strict investigation into the
matter. The police also instituted inquiries, and it
was ascertained that the rumour was without foundation,
as the two children referred to were simply going to China to visit relatives, the
same as other children would do. Personally I
am surprised at the rumour getting into the
newspapers. I happened to journey from Melbourne
to Hongkong on the same boat as the children. They were travelling steerage class,
and were in charge of a friend of the parents.
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and

SHIPPING.

ARRIVALS.

ANDALUSIA, German str., 3,477, G. Schmidt, 20th June - Foochow 1st July, Ballast - Hamburg America Line.
ATENAS, German str., 611, H. R. Garland, 20th June - Pakhoi 18th June and Hallow 19th, General Johnson & Co.
CARL DEDERICHSEN, German str., 774, H. Schmid, 19th June - James Howeth, 18th June - General Johnson & Co.
DAIJI MARU, Japanese str., 1,568, S. Tagami, 20th June - Seattle 15th June, General - Osaka Shosen Kaisha.
DEGOLIAN, British str., 4,476, M. H. F. Jack, 19th June - Shanghai via Foochow 14th June, General - Butterfield & Swire.
HANNING, Korean str., 795, S. Naritas, 20th June - Chefoo 11th June, General - Korean Government.
HOES WAGNER, German str., 937, J. Kugemann, 20th June - Saigon 10th June, General - Lauds - Wegener & Co.
HOTTON, British str., 596, H. Hards, 20th June - Cleve 12th June, General - Butterfield & Swire.
HOSKINS, French str., 742, A. Suzzoni, 20th June - Ulysses and Ruth 19th June, General - A. B. Martz.
INDIAVAL, British str., 5,202, S. Cullington, 19th June - Durban 24th May, Order.
JOHANN, German str., 652, Ipland, 19th June - Bangkak 23rd June, General - Jensen & Co.
VANCHANG, British str., 1,011, H. Trowbridge, 19th June - Hull, 10th June, Sugar - Butterfield & Swire.
NORDKAP, Danish str., 8,080, D. Brink, 20th June - Copenhagen 10th April and Singapore 10th June, General - Melchers & Co.
PALEMBANG, Dutch steamer, 20th June, from China.
PROGRESS, German str., 3,298, R. Meyer, 20th June - Saigon 10th June and Foochow 19th June, Mail and General - Melchers & Co.
RAJAH, German steamer, 1,400, C. Wolf, 20th June - Bangkok 10th June, Rice and Meal - Chinese.
SEYLLITZ, German str., 1,471, C. Dewers, 20th June - Bremer 9th May and Singapore 6th June, Mail and General - Melchers & Co.
TAIKOKU MARU, Japanese str., 1,397, T. Ono, 20th June - Kuching 13th June, Mail - Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
June 20th.
City of Delta, British str., for Nagasaki.
Hammon, British str., for Swatow.
Hoikow, British str., for Canton.
Manila, British str., for Bangkok.
Palembang, Dutch str., for Amoy.
Telana, British str., for Singapore.

DEPARTURES.

June 20th.
DEGOLIAN, British str., for London.
EMPEROR, British str., for Vancouver.
HUE, French str., for Kwangtung.
PALAVAN, British str., for London.
TULATUA, Dutch str., for Batavia.
YUCHOW, British str., for Shanghai.

SHIPPING REPORTS.

The British str. "Helen" reports Fresh to strong S.W. winds and high sea, dull, overcast and hazy weather.
The British str. "Edwina" reports Heavy continuous rain from S. Pernia to Bombay. Best light S.W. wind for remainder.

VESSELS IN LOCK.

AMERICAN DOCKS -
KOWLOON DOCKS, Longmen, Alfa, Ongong,
Tali, Alfonso, H.M.S. (ex. H.M.S. Thistle),
H.M.S. Mountbatten.
COSMOPOLITAN DOCKS - Telana.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY LIMITED.
FOR SWATOW
THE Company's Steamship
"HALMUN." Captain A. J. Robson will be despatched for the above Port 30th DAY, the 21st inst. at NOON, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS L. SPAK & CO., General Managers.
Hongkong, 20th June, 1906. [1286]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINA." Captain A. Lewin, will leave for the above place TODAY, the 1st inst. p.m.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents, Princes' Building, Hongkong, 15th June, 1906. [13]

NORDDEUTSCHE LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
FOR EUROPE.

THE Departure of the Steamship
"PREUSSEN" is further POSTPONED to TODAY
21st inst. at 5 p.m.
For Further Particulars, apply to
NORDDEUTSCHE LLOYD,
MELCHERS & CO., Agents.
Hongkong, 19th June, 1906. [13]

THE ORIENTAL PACIFIC LINE.
FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"APPALACHEE" will be despatched for the above Ports TODAY, the 21st inst. at 5 p.m.
For Freight and further particulars, apply to
SHEWAN, TOME & CO., Agents.
Hongkong, 19th June, 1906. [13]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.	2. From Harbour Masters to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & LTG.	BERTH
LONDON & ANTWERP	BRONWOLD	Brit. str.	-
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	-
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	-
LONDON & ANTWERP	GLENDALE	Brit. str.	-
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	PINGSBUR	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	OCEANIEN	Franstr.	-
MALESSES, &c., VIA PORTS OF CALL	PERUSSIN	Ger. str.	-
BLEEMEN, VIA PORTS OF CALL	ARCONIA	Rus. str.	-
ODESSA	ANDALUSIA	Ger. str.	k. w.
HAVRE & HAMBURG VIA STRAITS & C.	ACILLA	Ger. str.	k. w.
HAVRE & HAMBURG VIA STRAITS & C.	SCHWARZBURG	Ger. str.	k. w.
HAVRE & HAMBURG VIA STRAITS & C.	ALESSIA	Ger. str.	k. w.
HAVRE & HAMBURG VIA STRAITS & C.	SPESIA	Ger. str.	k. w.
COPENHAGEN & BALISTIC PORTS	NORDKAP	Dan. str.	Aus. str.
TRISTEZA, &c., VIA SINGAPORE, &c.	NIPPON	Ger. str.	k. w.
NAPLES, HAVRE, ANTWERP, & BLEEMEN	RHENANIA	Ger. str.	k. w.
PATROCLUS	PATROCLUS	Brit. str.	1 m.
WEY CASTLE	WEY CASTLE	Brit. str.	-
INDRASAMAHA	INDRASAMAHA	Am. str.	-
ANGLO SAXON	ANGLO SAXON	Brit. str.	1 m.
ATHENIAN	ATHENIAN	Brit. str.	1 m.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	1 m.
ONANA	ONANA	Am. str.	1 m.
NUMANTIA	NUMANTIA	Ger. str.	-
APPALACHEE	APPALACHEE	Brit. str.	-
PRINZ WILHELM	PRINZ WILHELM	Ger. str.	1 m.
CHARONIA	CHARONIA	Brit. str.	k. w.
AUSTRALIAN	AUSTRALIAN	Brit. str.	k. w.
DAPHNE	DAPHNE	Brit. str.	k. w.
SARDINA	SARDINA	Brit. str.	k. w.
ALETA	ALETA	Dut. str.	1 m.
TJILAWONG	TJILAWONG	Brit. str.	-
KWEICHOW	KWEICHOW	Brit. str.	-
CHUPSHING	CHUPSHING	Brit. str.	-
SAYDLITZ	SAYDLITZ	Aus. str.	-
CHINA	CHINA	Brit. str.	-
HANGSONG	HANGSONG	Frans.	-
TONERIN	TONERIN	Brit. str.	-
AKABISHI MARU	AKABISHI MARU	Brit. str.	-
DEVANAH	DEVANAH	Brit. str.	-
YUENENG	YUENENG	Brit. str.	-
RUBI	RUBI	Brit. str.	1 m.
TAMING	TAMING	Brit. str.	1 m.
ZAFIRO	ZAFIRO	Brit. str.	1 m.
CEBU & ILQOLO	CEBU & ILQOLO	Brit. str.	1 m.
SANDAKAN	SANDAKAN	Brit. str.	1 m.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE, PENANG & CALCUTTA	Brit. str.	1 m.

PROPOSED SAILINGS FROM HONGKONG, SHAIHUA INLAND
SEA OF JAPAN, MOU, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
STEAMSHIP
TONS. CAPTAIN
"NUMANTIA" 4,370 Feldmann
Through Bills of Lading issued to Pacific Coast Points end to Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 12th June, 1906. [13]

HONGKONG MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2,540	R. Almond	Manila.	On 23rd June, NOON.
ZAFIRO	2,540	R. Rodger	Manila.	On 30th June, NOON.

For Freight or Passage apply to
SHEWAN, TOME & CO., GENERAL MANAGERS.
Hongkong, 18th June, 1906. [15]

HONGKONG NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND SUZ CANAL

WITH LIBERTY TO CALL AT THE MALABAR COAST.
S.S. "ANGLO SAXON" ... On 19th July.
S.S. "JOHN HARDIE" ... About 26th August.

For freight and further information apply to

SHEWAN, TOME & CO., GENERAL AGENTS

Hongkong, 20th June, 1906. [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA, SHANGHAI, SARDINA	... About 23rd	{ Freight and	
MONTGOMERY & KOBE	{ C. C. Talbot, R.N.E.	{ Passage.	

SHANGHAI { DEVAHNA, ... About 28th
{ T. H. Hide, R.N.E. { Freight and
June { Passage.

LONDON & ANTWERP, ARCADIA, ... Noon, 30th { See Special
& SINGAPORE, PENANG, PESHWUR, ... About 4th { Advertisement.

LONDON and ANTWERP, VIASINGAPORE, PENANG, PESHWUR, ... About 4th { Freight only
& MONTGOMERY & SAID E. Spicer, R.N.E. ... MARESSES, ...

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th June, 1906. [15]

VESSELS ADVERTISED AS LOADING

1. From Green Island to the Harbour Master's.	2. From Harbour Masters to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
Henderson	GIB. LIVINGSTON & CO.	Quick despatch.	
E. Spicer, R.N.E.	P. & O. S. N. Co.	About 4th July.	
W. W. Cooke, R.N.E.	McGREGOR BROS. & GOW	On 30th inst. at Noon.	
J. Rafferty	BUTTERFIELD & SWINE	At 10th July.	
	BUTTERFIELD & SWINE	On 3rd July.	
	BUTTERFIELD & SWINE	On 3rd July.	
Gordon	MESSAGERIES MARITIMES	On 26th inst. at 1 p.m.	
R. Meyer	MELCHERS & CO.	10-day, at 5 p.m.	
Gilia	MELCHERS & CO.	Beginning of July.	
Schmidt	HAMBURG-AMERIKA LINIE	To-day.	
Schuelke	HAMBURG-AMERIKA LINIE	On 24th inst.	
Faus	HAMBURG-AMERIKA LINIE	On 20th July.	
Luning	HAMBURG-AMERIKA LINIE	On 20th Aug.	
Muller	HAMBURG-AMERIKA LINIE	About middle of July.	
Tamanevich	SANDER, WIELER & CO.	On 3rd July.	
von Hoff	HAMBURG-AMERIKA LINIE	On 10th July.	
Wilkes	BUTTERFIELD & SWINE	On 26th inst.	
	DOWELL & CO., LTD.	About 23rd inst.	
	JARDINE, MATHERSON & CO.	About 30th inst.	
	SHAWAN, TOME & CO.	On 10th July.	
	CANAD		

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June,
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June,
GLASGOW and LIVERPOOL	"OANPA"	On 5th July,
GLASGOW and LIVERPOOL	"ASTYANAX"	On 5th July,

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

* Taking cargo at Liverpool on London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"OANPA"	On 7th July.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	On 13th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

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CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAFONG"	On 21st June.
WEIHAIWEI, CHEFOO & TIENSIN	"KWEICHOW"	On 22nd June.
MANILA	"TAMING"	On 25th June.
MANILA, ZAMBOANGA, POET DALIWAN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

; Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[11]

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days ACROSS THE PACIFIC in the "EMPEROR LINE," Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)

TONS LEAVE HONGKONG ARRIVE VANCOUVER
"ATHENIAN" 3,892 Wednesday, 27th June ... 21st July.
"EMPEROR OF JAPAN" 6,000 Wednesday, 11th July ... 1st Aug.
"MONTEAGLE" 5,500 Wednesday, 18th July ... 11th Aug.
"EMPEROR OF CHINA" 6,000 Wednesday, 1st Aug. ... 22nd Aug.
"TAITAR" 4,425 Wednesday, 8th Aug. ... 1st Sept.
"EMPEROR OF INDIA" 6,000 Wednesday, 22nd Aug. ... 12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VICTORIA with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHARGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediates on Steamers} 240, " 422.

1st Class Rail, " 240, " 422.

R.M.S. "MONTEAGLE" "TAITAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate ports, affording superior accommodation for that class.

Passenger Booked through all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and General, opposite Blake Pier

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE GO'S SS.
"TAMSUI VIA SWATOW AND AMOY" DAIGI MARU LEAVING SUNDAY, 24th June, at 10 A.M.
"TAMSUI VIA SWATOW AND AMOY" JOSHIN MARU SUNDAY, 1st July, at 10 A.M.
"ANPING VIA SWATOW AND AMOY" MAIDZURU MARU WEDNESDAY, 27th June, at 10 A.M.
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW AKASUI MARU THURSDAY, 28th June, at 10 A.M.
K. MOTOHASHI

These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 19th June, 1906.

T. ARIMA, Manager.

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INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SHANGHAI VIA SWATOW ... HANGSANG ... Thursday, 21st June, 4 P.M.
MANILA ... YUENSANG ... Friday, 22nd June, 4 P.M.
TIENTSIN VIA SWATOW & CHEFOO "CHIPSHING" ... Saturday, 23rd June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA "UISANG" ... Monday, 25th June, 3 P.M.
SANDAKAN ... MAUSANG ... Saturday, 30th June, daylight.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through bills of lading to Chefoo, Tientsin, Nanchang & Yangtze Ports.

Taking cargo on through bills of lading to Kudat, Labad Data, Simporna, Tawau, Utkuan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 20th June, 1906.

JARDINE, MATHESON & CO., GENERAL MANAGERS.

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POST OFFICE NOTICES.

The s.s. *Manchuria*, with the American mail left Shanghai on Monday, the 18th inst., at 1 p.m., and may be expected here today.

The *Tonkin*, with the French mail of the 25th May, left Singapore on Wednesday, the 20th inst., at 6 p.m., and may be expected here on or about Wednesday, the 27th inst. This vessel brings replies to letters despatched from Hongkong on the 21st April.

MAIL WILL CLOSE

FOR	PER	DATE
HANNOVER, NAGASAKI, KOBE & YOKOHAMA	Soyditz	Thursday, 21st, 9.00 A.M.
Swatow	Harmon	Thursday, 21st, 11.00 A.M.
Macao	Henningsen	Thursday, 21st, 1.15 P.M.
Sydney, &c., India via Tuticorin	Preston	Thursday, 21st, 2.00 P.M.
(Late Letters 4.00 to 5.30 p.m. Extra Postage 10 cents)		(Registration, 2.00 p.m. (Registration, with late fee of 10 cents, up to 2.45 p.m.)
Hongkong, &c., India via Tuticorin	Preston	Registration, Kowloon B.O., 3.00 p.m.
Macao		No late fee.
Sydney, &c., India via Tuticorin	Preston	Letters, 4.00 p.m.
Swatow and Shanghai		Thursday, 21st, 3.00 P.M.
Anony. Manila, Lihua and Hollis		Thursday, 21st, 3.00 P.M.
Singapore, Penang and Colombo		Thursday, 21st, 3.00 P.M.
Moji and San Francisco		Thursday, 21st, 4.00 P.M.
Bangkok		Thursday, 21st, 5.00 P.M.
Haiport		Friday, 22nd, 9.00 A.M.
Ajithow and Haiphong		Friday, 22nd, 1.15 P.M.
Macao		Friday, 22nd, 3.00 P.M.
Manila		Friday, 22nd, 3.00 P.M.
Wei-hai-wei, Chusan and Tientsin		Saturday, 23rd, 11.00 A.M.
Manila		Saturday, 23rd, 11.00 A.M.
Macao		Saturday, 23rd, 2.15 P.M.
Swatow, Chusan and Tientsin		Saturday, 23rd, 3.00 P.M.
Singapore, Penang and Colombo		Saturday, 23rd, 5.00 P.M.
Kelang, Shantou, Moji, Kobe, Yoko		Monday, 25th, 2.00 P.M.
hama, Victoria and Seattle		Monday, 25th, 3.00 P.M.
Manila, Simpsonhae, Friederich, Wilhelms-		Tuesday, 26th, 10.00 A.M.
son, Heribert, Matap, Brachane,		Tuesday, 26th, 3.00 P.M.
Sydney and Melbourne		Tuesday, 26th, 4.00 P.M.
EUROPE, &c., India via Tuticorin		Wednesday, 27th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		Wednesday, 27th, 11.00 A.M.
(Letters posted in the first Pillar Boxes in time for the first clearance will be included in this contract mail.)		Wednesday, 27th, 11.00 A.M.
Shanghai		Wednesday, 27th, 11.00 A.M.
HANNOVER, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)		Wednesday, 27th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Coochon, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Wednesday, 27th, 11.00 A.M.
Sandakan, Port Darwin, Thursday Island, Coochon, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Wednesday, 27th, 11.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

June 20th.

STEAMERS PASSED THE CANAL.	
May 11th— <i>China</i> , 22nd— <i>Beverly</i> , 25th— <i>Piong</i> , <i>Glenurk</i> , <i>Savilia</i> , 29th— <i>Yara</i> .	
Bank Bills, on demand 211	
Bank Bills, at 30 days' sight 211	
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PARIS.	
Bank Bills, on demand 236	
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MANILA.—On demand—Peso 10	
SINGAPORE.—On demand 100 p.m.	
BATAVIA.—On demand 127	
ON HAIPHONG.—On demand 20 p.m.	
ON SAIGON.—On demand 21 p.m.	
ON BANGKOK.—On demand 60	
SEVERINSON, Bank's Buying Rate 940	
COLD LEAD, 100 fine per tael 49 19	
BAR SILVER, per oz. 30	
OPium.	
Quotations are—Allow 100 to 150 cts. June 20th.	
Malwa New 430 to — per picul.	
Malwa Old 380 to — "	
Malwa Older 380 to — "	
Malwa V. Old 380 to — "	
Persian fine quality 400 to — "	
Persian extra fine 550 to — "	
Pista New 555 to — per chest.	
Eats Old 380 to — "	
James New 370 to — "	
Pista Old 380 to — "	

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Shanghai at 1 p.m. on the 18th inst., and is due here on the early morning of the 21st inst.

THE FRENCH MAIL.

The M.M. str. *Tonkin* left Singapore on the 20th inst., at 6 p.m. for this port via Saigon.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 11th June, 2 p.m., for Hongkong via the usual ports of call.

MERCHANT SHIPS.

The P. & O. str. *Sardinia* left Singapore for this port on the 15th inst., at 4 a.m.

The Ben Line str. *Benaray*, from Antwerp and London, left Singapore on the 15th inst. for this port.

The I.G.M. Australian str. *Prins Willem* left Kobe via Moji on Monday, the 18th inst., at 7 p.m., and may be expected here on or about Sunday, the 24th inst., p.m.

The M.M. cargo boat *Yunnan* left Singapore on the 18th inst., and is due here on or about the 24th inst.

The Indo-China str. *Laisang* left Calcutta for this port via the Straits, on 13th June, and may be expected here on or about 29th instant.

The N.G.I. str. *Iseika* left Bombay for this port on the 17th inst., and may be expected here on or about the 4th July.

The Boston Tow Boat Co.'s str. *Lyra* sailed from Kobe on the 14th inst.

The Mogul Line str. *Oliver* sailed from Liverpool on the 31st May for China and Japan.

The Barber Line str. *Saint George* sailed from New York on the 3rd June.

Highest open air Temperature on 19th, 90°.

Lowest open air Temperature on 19th, 81°.

JOINT STOCK SHARES.

Hongkong, June 20th.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks— Hongkong & Shantou \$125 \$115, buyers London, 202

National B. of China A. Share \$25 \$28, sellers

Bell's Asbestos E. A. 12s. 6d. 7s.

Printed Matter and Samples 260 p.m.

Registration 2.00 p.m.

(Registration, with late fee of 10 cents, up to 2.45 p.m.)

Postage 1.00 p.m.

Letters 1.00 p.m.

Dairy Farm 1.00 p.m.

Docks and Wharves— H. & W. Wharf & Co. \$60 \$102, sellers

H. & W. Dock \$60 \$155, sellers

New Anoy Dock \$60 \$18, sellers

Shanghai Dock and Eng. Co. Ltd. Ths. 10s. 11s.

Shai & H. Wharf, Ths. 10s. 22s.

Fowick & Co., Goo. \$25 \$22, sellers

G. Island Cement \$10 \$28, sellers

Hongkong & G. Chu. \$10 \$175.

Hongkong Electric \$10 \$15.

H. & L. Tramways \$100 \$125.

Hongkong Hotel Co. \$25 \$130, sellers

Hongkong Ice Co. \$25 \$20, buyers

Hongkong Rope Co. \$10 \$22, sellers

Hongkong S. Waterboat \$10 \$9.

Insurances—

Canton \$50 \$35, sellers

China Fire \$20 \$85.

China Traders \$25 \$95, buyers

Hongkong Fire \$50 \$305.

North China \$5 Ths. 85.

Union \$100 \$810.

Yangtze \$80 \$175.

Land and Building—

Hongkong Land Inv. \$100 \$118, sellers

Humphries Estate \$100 \$111, sellers

Kowloon Land & B. \$30 \$80, sellers

Shanghai Land Ths. 50 Ths. 114.

West Point Building \$50 \$58.

Mining—

Champonnages Frs. 250 \$45, nominal

Kaots 15/10 \$5, buyers

Philippines Co. 20 \$5.

Refineries—

China Sugar \$100 \$192, sellers

Luzon Sugar \$100 \$20, sellers

Steamship Companies—

China and Manilla \$25 \$2.

Douglas Steamship \$60 \$14, buyers

H. Canton & M. \$10 \$125, buyers

Indo-China S.N.C. \$10 \$18, sellers

Shell Transport Co. \$10 \$21.

Star Ferry \$10 \$80.

Do. Now \$5 \$21.

Shanghai & H. Dying \$50 \$50.

South China M. Post. \$5 \$20, sellers

Steam Laundry Co. \$5 \$6.

Stores & Dispensaries—

Campbell, M. & Co. \$10 \$32.

Powell & Co., Win. \$10 \$104, sellers

Watkins \$10 \$131, sellers

Watson & Co., A. S. \$4 \$9.

United Asbestos \$10 \$160.

Do. Founders \$10 \$160.

VERNON & SMYTH,

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. R. Adams Mrs. J. W. Jameson

Mr. K. Anderson Mr. J. P. F. Jokl

Mr. J. Arnold Mr. J. W. Lee-Jones

Mr. Q. Acrely Mr. A. S. Kemp

Mr. & Mrs. J. C. Baird Mr. A. H. Laing